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The alcalde and ayuntamiento are supposed to govern the city, but they are greatly handicapped, as everything must first be approved by the superior authorities at Habana.

Public works.—This department is apparently inactive as far as actual work is concerned. The Government wharf of this port is in a very dilapidated condition and a menace to life and property. It is almost impossible for a ship to discharge her cargo thereon. Some parts of it have no covering whatever, and that part which is covered is in such a condition that a person going over it has to be very careful where he places his feet in order to keep from going through into the water underneath. This is only one of the many dangerous places in and around the city.

The situation with regard to water continues the same. The supply of late has been scanty in spite of the heavy daily showers. The water has often been turned off during several hours in the day in the center of the city without warning. There is no actual work being done toward the construction of a water system and apparently no prospect of anything being done toward bettering conditions in this respect.

October, 1904.

The health of the people remains generally good. The number of deaths officially reported for the month was 76, an increase of 26 over the month of September.

The increase was due to nervous, respiratory, and digestive diseases. Of contagious diseases there were reported during the month 2 cases—1 case of diphtheria and 1 case of yellow fever, both of which recovered. Quarantine is still in force at Punta de Sal, where the case of yellow fever originated, but will be raised on the 20th of this month, providing no further cases break out.

Public works.—This department is inactive so far as work in the city is concerned. It is, however, doing some work on public roads and bridges outside the city limits.

Sanitation.—Nothing has been done to improve the sanitary condition of the city existing at the time of my report for the month of September. The condition of the city as a whole is not as clean as it was then. The sanitary condition of Santiago is gradually but surely retrograding.

ECUADOR.

Report from Guayaquil—Vessels inspected—A floating sanitary station established.

Acting Assistant Surgeon Gruver reports, November 18, as follows:

I have the honor to make the following report of conditions and transactions at this port for the week ended November 16, 1904:

Present officially estimated population, 60,000. Mortality from all causes, 45, as follows: Yellow fever, 1; infectious fever, 2; fever (without classification), 2; grip, 1; enteric diseases, 8; tuberculosis, 6; from all other causes, 25.

During the week 2 vessels were fumigated, 24 passengers and 49 pieces of baggage inspected, 1 immune certificate and 6 bills of health issued as follows: November 10, steamship *Palena*, from Chilean and Peruvian ports, cleared for Ancon, Canal Zone, with 1 cabin and 19

steerage passengers from here. Nine passengers from ports south, infected or suspected of being infected with plague, were placed in quarantine to complete ten days from last possible exposure to infection. Vessel fumigated by sulphur. November 12, steamship *Santiago*, from Chilean and Peruvian ports, cleared for Ancon, Canal Zone, and Panama, taking a bill of health for each place. Three cabin and 1 steerage passenger sailed from here. Ten cabin and 8 steerage passengers from southern ports went into quarantine here to complete ten days from last exposure. Vessel fumigated by sulphur.

November 14, American ship *Agenor*, Capt. C. H. Colby, sailed for San Francisco; crew 20, including officers; no passengers. This ship arrived here with a cargo of coal from New Castle, New South Wales, on September —, and has been at anchor ever since. No sickness on board during stay here. Not fumigated. November 15, steamship *Manari*, a coasting steamer, cleared for Ancon, Canal Zone, and Panama; crew 49, including officers; cabin passengers, 19; steerage passengers, 15; all told, 79. No passengers for the Isthmus. Passengers and baggage not inspected. Vessel not fumigated.

A floating sanitary station has been put in service. Heretofore passengers for Guayaquil from ports south either had to go to Panama and stay out the required interval of time there and return to Guayaquil or charter a balandra or small boat, usually at a very high tariff, and go into quarantine down the river. The superior board of health, therefore, decided to procure a station where passengers could be received at a moderate cost. The result is the present station. The appointments are comfortable and clean, and the station is furnished with baths, etc. The cost is about \$2.50 a day.

GERMANY.

Reports from Berlin—Death rate of Berlin compared with other cities.

Consul-General Mason reports, November 18, as follows:

The death rate of Berlin for the week ended November 5 was higher than in the two preceding weeks, amounting, calculated on the year, to 14.3 per thousand of the population, this being, however, lower than the rate for the same week of last year, in which it amounted to 14.9 per thousand.

One-half of the large towns and cities of Germany showed less favorable health conditions than Berlin, the following places having had a considerably higher death rate than this city, namely: Munich, Stuttgart, Cologne, Aachen, Magdeburg, Dresden, Breslau, Königsberg, Danzig, Strassburg, as well as London, Paris, and Vienna. On the other hand, the following cities had a lower death rate than Berlin, viz: Hamburg, Nuremberg, Frankfort-on-the-Main, Hanover, Leipsic, Rixdorf (with 13.6), Charlottenburg (with 11.3), and Schöneberg with the minimum of 7.4 per thousand. Since the preceding week the number of deaths among children in the first year of life again showed a slight decrease, so that the considerable increase in the mortality was confined exclusively to the higher age classes. The death rate among infants, amounting to 3.3 per year and thousand, was lower than the Hamburg, Munich, and Leipsic figures.